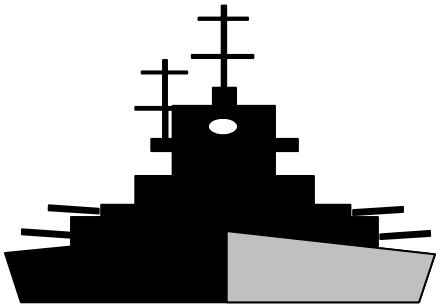
FMP Policy Implementation Conference December 1999

D-30/FMP Process Reconciliation Working



NAVSEA
NAVAL SEA SYSTEMS COMMAND

Backgroun

- **D-30/FMP Process Reconciliation Working Group was established to resolve action items relating to reconciliation of the FMP process and the D-30 Battle Force Interoperability certification process.**
- **Past Actions**
  - **Comparison of D-30 process with FMP process**
  - **Development of Dual Availability D-30/FMP timeline**
  - **Identification and definition of new FMP milestones**
  - **Development of Single Availability D-30/FMP timeline**
  - **Addition of POM and budget milestones to Single Availability D-30/FMP timeline**

June 1999 FMP Conference Action

- Develop a process for AIT integration into the Single (CNO) Availability.
- Develop the Emergent Alt/Exception Process.
- Identify D-30 Battle Force Interoperability data elements required in FMPMIS to support interoperability.
- Evaluate reinstitution of the FMP Prioritization Conference and the FMP Alteration Verification Conference.

Action Item 6/99-P-

- **Develop a process for AIT integration into the Single (CNO) Availability.**
  - **The Naval Battle Force Alignment (NBFA) Process Project Team (PPT) point paper X.16 Single Ship Availability cites the disruption caused to a ship's Inter-Deployment Training Cycle (ITDC) by SHIPALTs which are installed during the timeframe of D-12 to TCD. The thrust of that point paper was that all configuration changes, including those installed by AITs, be accomplished during a Single (CNO) Availability. Our tasking was to investigate the impact of accomplishing all AITs during the Single (CNO) Availability and to offer policy and procedural considerations concerning this goal.**

Alternate Resolution

- Establish a separate availability for AIT installation of alterations which are better suited for accomplishment outside of the Single (CNO) Availability.

Management Considerations for Each

- **Inside CNO Availability**
  - Conjunctive to another SHIPALT (+)
  - Title “K” SHIPALT (+)
  - Installation greater than three weeks
  - Computer programming impact (+)
  - NSA supervision (+)
  - AIT identified at WPIC (+)
  - Crew not available for training (-)
  - AIT included in critical path (+)
  - Impact on ship’s systems (+)
  - Ship’s systems off-line
  - Improved quality of life for crew (+)
  - Uses standard FMP process (+)
  - Support services included in specs
  - Spec item required for all AITs
  - Improved coordination of AITs (+)

- **Outside CNO Availability**
  - Installation less than three weeks
  - Computer programming impact (-)
  - Contractor or RMMCO supervision (-)
  - Crew available for training (+)
  - Disruption to ship’s systems (-)
  - Ship’s systems up in 96 hours
  - Disruption to IDTC, work, leave (-)
  - Contractor provides support services
  - Difficult coordination of AITs (-)
  - Continued on next slide....

Management Considerations for Each

- Inside CNO Availability (cont.)
  - Potential for overloading availability
  - Potentially higher cost (-)
  - No disruption to IDTC (+)
  - Ship's services not available (-)
  - Impact of repair work on AIT (-)
  - Impacts system certification (+)

- Outside CNO Availability (cont.)
  - CNO availability overloaded
  - Potentially lower cost (+)
  - May disrupt IDTC (-)
  - Ship's services generally available (+)
  - Minimal impact by repair work (+)

Controversial Issues/Hard

- **For AIT work inside the Single (CNO) Availability:**
  - **Who has priority - AIT or the availability contractor?**
  - **Coordinating space priority - timelines and negotiations are critical; more than just WPICs may be required.**
  - **Coordinating services at the contractor facility - how to do that, and pay for it?**
  - **Who makes the final decision as to whether an alteration falls inside or outside the Single (CNO) Availability, and what is the process to be used to come to this decision point? Will this be part of the AMP process?**

Recommended Solution

- The goal should be to schedule all alterations, including AITs, for accomplishment during the Single (CNO) Availability, with only limited exceptions.
  - COMNAVSEASYSCOM Wash DC//04L5//010728 Jul 99 reiterates and expands upon established policy and procedures for AIT planning and installation efforts on Navy ships inside and outside CNO scheduled availabilities.
- There was strong support for the alternate resolution within the Working Group.

Action Item 6/99-P-

- **Develop the Emergent Alt/Exception Process.**
  - **NBFA PPT point paper X.2 Emergent Alteration/Exception Process identified an Emergent Alt/Exception Process, to be implemented for configuration changes identified after establishment of the final baseline configuration at D-24. Our tasking was to review the preliminary business rules for the Emergent Alt Process as identified in the point paper and develop/modify the FMP process policy for emergent alts.**

Controversial Issues/Hard

- NBFA point paper and CINCLANTFLT/ CINCPACFLT INSTRUCTION 4720.3A address only C4I/Combat Systems alterations. The FMP Manual, Section 4.10, addresses all alterations.

Recommended Solution

- **Modify the Emergent Alt business rules contained in NBFA PPT point paper as follows:**
  - **Modify the fourth bullet to read, "Planning Yards should develop technical data packages for Emergent Alterations whenever feasible, in order to expedite their required review process. If the Planning Yard is not tasked to develop the package, they should be informed and educated on the change in parallel with the package development."**
  - **Modify the fifth bullet to read, "Proposed Emergent Alterations will not adversely impact combat system software, topside RADAR cross section, machinery control systems, HME services or hydrodynamics (submarines)."**

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Recommended Solution

- Add an additional bullet to read, “Proposed Emergent Alterations must be approved alterations prior to installation.”
- Add an additional bullet to read, “All emergent alts that fall into a Category I or II status, must fill out a risk assessment form and be approved through the Battle Force CCB.” *(SEA 05 BF systems categorization initiative)*

- **Update of the FMP Manual, Section 4.10, would be premature at this time and should be accomplished only after “C4I/Combat Systems alterations versus all alterations” issues are resolved.**

Action Item 6/99-P-

- **Identify D-30 Battle Force Interoperability (BFI) data elements required in FMPMIS to support interoperability.**
  - **Current FMPMIS data fields do not fully support D-30 Interoperability information requirements. Identify data fields which need to be added or updated in FMPMIS to provide the needed information and report these requirements to the Automated Information Systems subcommittee.**

Recommended Solution

- **Standardize data element definition and relationships across information systems, e.g.:**
  - **SCLSIS and NSPM equipment**
  - **NSPM and FMPMIS SHIPALTs**
  - **AIPS and FMPMIS schedules for AIT-installed SHIPALTs and conjunctive ORDALTs**
  - **FMPMIS and NSPM SHIPALTs versus BFI equipment**
  - **SCLSIS equipment and BFI software**
- **Utilize the following existing BFI related FMPMIS data elements:**
  - **SCDS_IMPACT_FLAG; ALT_PLT; INTEROP_ALT_FLAG; AIT_CAP_FLAG; C4I_IMPACT_FLAG; SYS_CERT_FLAG; TEMPEST_IMPACT_FLAG; and SPAWAR_RESP_ALT_FLAG**

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Recommended Solution

- **Update FMPMIS to satisfy the following BFI data requirements:**
  - **Battle Force composition (ship groups)**
  - **Battle Force events and milestones**
  - **Approved SHIPALTs**
  - **Conjunctive SHIPALTs and other alts (prior and concurrent)**
  - **Equipment (BFI view, not logistics view)**
  - **Equipment to be installed by a method other than SHIPALT - by FY Qtr**
  - **Alts scheduled for CNO availabilities**
  - **ORDALTs conjunctive with SHIPALTs, but not included in SHIPALT**
  - **JCFs or other cross-class SHIPALT identifier**
  - **Software VDDs, SOMs and maintenance documentation**
- **Develop and institute a formal data registry process similar to ANSI X3.285.**

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Recommended Solution

- **FMPMIS re-host should incorporate AMP Office data element requirements.**
- **SPAWAR is working directly with FMPMIS re-host personnel regarding their recommendations and requirements.**

Action Item 1/99-P-25

- **Evaluate reinstitution of the FMP Prioritization Conference.**
  - **SHIPALT prioritization is a coordinated effort between the OPNAV Resource Sponsor, the SPMs, and the TYCOM. Working Group research reveals that although N8 has held periodic O&MN funded SHIPALT prioritization meetings with some NAVSEA SPMs, there is no regularly developed and promulgated total force (N8/N6) SHIPALT priority baseline from which NAVSEA SPMs can establish their priorities. Without this baseline there is increased potential for disparate prioritization among ship classes and resultant disruption to efficient Battle Group/Force Interoperability planning and execution.**

Recommended Solution

- The Ships Characteristics Improvement Panel (SCIP) (which is charged by OPNAVINST 5420.108A of 29 Sep 99, with the responsibility for "centralized formulation and coordination of the... Fleet Modernization Program...,") should be augmented by FLTCINC/TYCOM representation and meet formally once a year to develop and promulgate a master CNO ship alteration priority baseline. This baseline should embody the results of the POM development process (Integrated Warfare Architecture Reviews and the CNO Program Assessment Memorandum) and be consistent with FMP development concepts as expressed in OPNAVINST 4720.2G (CNO FMP Policy), the Joint SYSCOM Instruction 4720.XX (unsigned) (Alterations to Active and Reserve Fleet Ships and Craft), and the CINCLANTFLT/CINCPACFLT Instruction 4720.3A (BFI Planning Process).

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Recommended Solution

- **Resource Sponsors, in coordination with SYSCOMs, SPMs, and TYCOMs, shall utilize this master CNO prioritization baseline to develop their individual class/ship alteration priorities using methodologies suited to their unique requirements.**

Action Item 1/99-P-25 (Part II)

- **Evaluate reinstitution of the FMP Alteration Verification Conference.**
  - **In the past, Alteration Verification Conferences were held quarterly to validate all SHIPALTs, including AITs, twelve to fifteen months prior to scheduled installations. Emphasis was placed on identifying high risk alterations as a result of design, material, or Integrated Logistics Support deficiencies. Determinations were made to defer high risk alterations or determine what actions could be initiated to reduce risk to an acceptable level prior to executing the budget.**

Recommended Solution

- The Working Group did not feel that reinstitution of the Alteration Verification Conference was necessary.
- The oversight responsibility for assuring alterations are “mature” (ready for installation) is an AMP function. Process and details for implementation are being developed.

Additional Action Requested

- SEA 04M3 has requested that the D-30/FMP Working Group develop a charter.

Recommended

- **The following is a proposed charter for the D-30/FMP Working Group:**
  - **"The D-30/FMP Process Reconciliation Working Group was established as a tool of the FMP Planning Subcommittee of the FMP Policy Implementation Conference. The purpose of this Working Group is to resolve action items relating to the FMP process and the D-30 Battle Force Interoperability certification process."**
  - **"Findings and recommendations of the D-30/FMP Working Group will be presented to the FMP Planning Subcommittee for review and discussion, who in turn will forward any approved findings and recommendations to the Executive Steering Group (ESG) of the FMP Policy Implementation Conference."**